

**Traffic Safety Advisory Committee**  
**April 28, 2008**  
**Minutes**

Present: Chief Douglas - Chairman  
Bill Parker  
Gil Archambault  
Dave Wheeler  
Bill Ruoff  
Kevin Lynch  
Mike Putnam, Board of Selectman representative

Absent: Bob Courage

Kathryn Parenti, Recording Secretary

1. Roll Call vote required by the BOS.

**NEW BUSINESS:**

2. Discussion: Definition of compact cars. *Request from the Board of Selectmen regarding the two parking spaces in front of the Milford Diner.*

F. Douglas began by noting the Traffic Safety Committee had sent a letter to the Board of Selectmen after the last meeting; the BOS did not agree with the recommendations presented by the TSC.

B. Parker handed out an aerial view of the Oval area for the Committee to look at before delving into the compact car definition discussion. He felt there were pros and cons with developing an ordinance and regulating it. He felt the definition of compact cars was something that was hard to come up with and it doesn't rely on common sense. He began by stating approximately a month ago, due to some construction on the Oval, he had been stopped by Bridge Street, right before the stone bridge. He felt that was a good location for a crosswalk, from the corner of Bridge Street to the other side of the Oval. He felt if the crosswalk was moved and the two (2) parking spaces in front of the diner were moved a little further onto the bridge, it would provide some more visibility for the pedestrians. He noted this change in position would require a bump out and the installation of a handicapped ramp. In addition, there were some funds available for downtown pedestrian improvements from the Gregg Grant. On Middle Street, he noted the easiest solution would be to eliminate one (1) or two (2) spaces on the corner of Putnam and Middle Streets and to re-stripe the area to accommodate nineteen (19) or twenty (20) spaces. He measured several of the parking spaces on Middle Street: one was sixteen (16) feet wide; one was twelve (12) feet wide and most were then (10) feet wide. He felt there was enough room if the parking area was re-stripped. He felt if these changes were implemented, there would be no need for a compact car definition. F. Douglas noted the change in the parking area near Shepard Park had worked out well. He wondered if angled parking would work well there as well.

B. Parker thought it would and perhaps only one (1) space would be lost and it would make the street safer.

B. Ruoff noted the existing stripes would have to be painted black and they would repaint the stripes. He noted most traffic comes to park from School Street and if the parking was angled, it would provide better visibility to the travel lane. He noted they may gain in safety what they would lose in the parking spaces. He felt the parking would be better as angled parking than as straight in parking.

M. Putnam asked how much the construction of a bump out would cost.

B. Ruoff replied he was not sure of the cost but he felt it would not be more than a couple of thousand dollars. He felt the curbing would be the most expensive item of the project. He felt it could be done inexpensively with asphalt.

B. Parker felt it should be constructed of the same materials as are currently on the Oval – namely concrete sidewalks. He felt this proposal for Middle Street is essentially what G. Archambault had originally proposed, except that is on the other side of the intersection.

F. Douglas agreed it would provide better visibility.

B. Parker stated he would draft another drawing with angled parking. He noted there was money in the Gregg Grant, approximately \$30,000 to \$40,000 that is specific to downtown pedestrian improvements. The town would be reimbursed from the grant.

B. Ruoff wondered if the crosswalk in front of the diner is moved, if it would cause the loss of a parking space on the other side of the Oval.

B. Parker replied no spot would be lost.

M. Putnam had a question with regard to the spacing between the crosswalk and the parking space closest to the crosswalk.

B. Parker replied there would still not be the required amount of space between the crosswalk and the parking space but that area was a much better spot for the crosswalk.

D. Wheeler replied the parking does not go all the way to the corner of Bridge Street.

B. Parker felt this proposal would suffice and there would be no need to discuss compact cars.

M. Putnam felt they should have that definition as a back up since that was what the BOS told them to do. He noted the average sized compact car, by his measurements of a Prius, Volkswagen and a Cavalier, were fourteen (14) feet long, fifty seven (57) inches tall and fifty four (54) to fifty seven (57) inches wide.

B. Ruoff then passed around some information with regard to compact cars that he had obtained from the State of NH DOT and from Wikipedia. He noted the State uses the definition from the Civil Engineering Manual and the industry uses the definition found on the internet. He noted those numbers are not far off from M. Putnam's results.

K. Lynch noted that on Middle Street, PSNH is looking at relocating the transformer for the town hall. He thought it might have to go on a pedestal mount.

B. Parker thought it could be kept at the new pedestrian bump out.

F. Douglas noted if the ambulance department moves in the future, the transformer would be kept in the alley next to the town hall.

M. Putnam felt the TSC should submit the compact car definition as an alternative to B. Parker's suggestion.

B. Parker said they should submit the drawing of the straight in parking as well as the angled parking and the definition of the compact cars.

M. Putnam thought that was a good idea; the BOS may adopt the compact car definition in the future.

F. Douglas noted, if the definition is passed by the BOS, they would need to install a sign at the level of the compact car height.

B. Ruoff noted there was not enough space in front of the diner for such a sign. He did note they could drill a hole and place the sign in it but he was concerned with people walking into

the sign. He did note that B. Parker's proposal eliminated the need for the definition of compact cars. He also stated since these items would be taken care of now, to improve the Oval, they would not have to be dealt with later on. He felt the proposal is something that can easily be done with one of his crews and would not be expensive. He did not the crosswalk could not be moved onto the stone bridge, as he was not sure the construction of the bridge would support such a change.

B. Parker felt it would be best to have the crosswalk at the corner of Bridge Street.

D. Wheeler recommended this proposal be submitted to the BOS independently of from the compact car definition.

F. Douglas asked if there was a motion to do this.

D. Wheeler made the motion to submit the proposal brought forth by B. Parker.

B. Ruoff seconded the motion.

All were in favor.

M. Putnam felt the Committee should decide on a definition of compact cars, since that is what was recommended by the BOS.

F. Douglas felt the Committee should submit the schematic and a letter stating their recommendations and note that if the BOS wants to further explore the compact car issue, they will have the definition at hand.

G. Archambault wanted to know how the compact car parking would be enforced. He noted Gary Daniels, Selectman, felt it was fine to remove one parking spot but he had some issues with the enforcement.

B. Ruoff felt the only enforcement is the sign.

F. Douglas thought they should come out with a definition that would encompass height, width and length and the BOS would need to adopt the appropriate ordinance.

D. Wheeler felt the engineering standards from the DOT would hold up better than the Wikipedia definition.

B. Ruoff had no problem with going with that definition of compact cars and with changing the crosswalk. He also had no problems limiting the parking in front of the diner to motorcycles.

F. Douglas asked B. Parker if he would draft something and once that was completed, he and K. Parenti would draft a letter regarding their recommendations, noting there was grant money available for these projects which may entice the BOS even further, especially when there would be no loss of parking spaces except for the one (1) or two (2) on Middle Street. There was some discussion as to what a compact car would be, if it would include trucks or the taller small cars.

B. Parker noted the current definition is fifteen (15) feet long, five (5) feet nine (9) inches wide and without any reference to height.

M. Putnam note his measurements were fourteen (14) feet long, fifty four (54) to fifty seven (57) inches wide and fifty seven (57) inches tall.

D. Wheeler wondered if they should use the standard measurements, if they exist.

M. Putnam noted there was no standard for compact cars, only for parking spaces.

K. Lynch noted if the spaces were reduced, cars must stay within the lines and thus would be limited to compact cars.

F. Douglas, referring to table 74.12 of the Civil Engineering Reference Manual, stated for straight in parking, the parking spot would need to be nine (9) feet wide and eighteen (18) feet six (6) inches long. The Committee only needs to come up with a height restriction.

B. Parker noted, in the Town of Milford Site Plan Regulations, the parking space minimums would be nine (9) feet by eighteen (18) feet and in shopping centers, ten (10) feet by eighteen (18) feet and for compact straight in spaces, eight (8) feet by sixteen (16) feet.

D. Wheeler wondered why there would be a height issue if the crosswalk is moved to be behind the parking spaces.

M. Putnam replied it was not necessary but they were asked to come up with a definition by the BOS.

B. Ruoff suggested they use the definition that was discussed three (3) years ago and add height to it. He felt compact cars should be referred to as low standing compact cars since they will also be dealing with height.

M. Putnam felt the height could be set at fifty seven (57) inches, since that was the average height of the cars he measured.

B. Ruoff recommended the number be rounded up to five (5) feet.

F. Douglas asked if there was a motion to define low standing compact cars.

M. Putnam stated the low standing compact cars should be defined as cars that are fourteen (14) feet long, five (5) feet nine (9) inches wide and five (5) feet tall.

B. Parker seconded the motion; all were in favor.

F. Douglas noted the recommendation would be on the next BOS agenda noting that safety is still an issue.

#### *4. Approval of minutes from March 17, 2008.*

F. Douglas asked if anyone had any questions with the minutes. Since there were none, he asked if there was a motion to approve the minutes.

G. Archambault made the motion to accept the minutes as printed.

B. Ruoff seconded.

All were in favor of accepting the minutes as printed. None were opposed.

F. Douglas asked if there were any additional items to discuss. There were none.

B. Parker made the motion to adjourn the meeting.

B. Ruoff seconded.

Meeting was adjourned at 4:45.